

DAKIN'S SPARKLING AERATED WATERS ARE UNSURPASSED.

SPECIAL TERMS TO LARGE BUYERS.

COAST ORDERS PROMPTLY ATTENDED TO.

No Extra Charge for Packing.

DAKIN BROS. OF CHINA
LIMITED,
CHEMISTS,
HONGKONG.

(Telephone No. 60.)
Hongkong, 23rd July, 1889.

A. S. WATSON & CO., LD.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY
is replete with the best Machinery, embodying
all the latest improvements in the trade.

The greatest attention has been paid to appliances
for ensuring purity in the Water supply, to
secure which we have added a Condenser capable
of supplying us with 3,000 gallons of distilled
water a day, and are now in a position to compete
in quality with the best English Makers. Our
Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the
utmost care and cleanliness are exercised in the
manufacture throughout.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and the
full amount allowed for Packages and Empties
when received in good order.

Counterfeit Order Books supplied on applica-
tion.

COAST PORT ORDERS,
whenever practicable, are despatched by first
steamer leaving after receipt of order.

Our Registered Telegraphic Address is,
"DISPENSARY HONGKONG."
And all signed messages addressed thus
will receive prompt attention.

The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SALTZETZ WATER

ITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that are
dirty, or greasy, or that appear to have been
used for any other purpose than that of Containing
Aerated Water, as such bottles are never used
again by us.

WATSON'S
PURE FRUIT CORDIALS.
Prepared from the Juice of the finest selected
Fresh Ripe Fruit.

Raspberry Black Currant
Strawberry Red Currant
Damson Orleans Plum

Pine Apple
Mellin's Cherry
Lime Fruit, &c.

A table-spoonful (more or less according to
taste) added to a tumbler of plain or aerated
water forms a delicious beverage. The addition
of Wines or Spirits produce excellent and piquant
results.

Price, 75 Cents per Bottle, or \$7.50 per dozen
Case Assorted.

RASPBERRY SYRUP } Price,
STRAWBERRY SYRUP } \$1 per
RASPBERRY VINEGAR } Bottle

For imparting a delicious flavour to
AERATED WATERS,
SUMMER DRINKS, &c., &c.

Sole Agents for Hongkong and China for
MONTAGNIER LIME FRUIT JUICE
CORDIALS.

A. S. WATSON & CO., LTD.,
Hongkong, China, and Manila.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JULY 31, 1889.

TELEGRAMS.

"HONOR SATISFIED."
PARIS, July 20th.

Violent attacks in the newspapers by M.
Klobukowsky, consul for France at Yokohama,
against M. Parreau, formerly Government
Resident in Tonquin, led to a duel with pistols.
The combatants fired one shot each, but neither
was hurt.

THE KING OF THE HELLENES.
July 21st.

King George of Greece is on a visit to the
Paris Exhibition.

THE "ANADYR."
July 22nd.

The Messageries Maritimes Company has sent
an engineer to make an attempt to float the
Anadyr.

July 23rd.

The Messageries Maritimes steamer *Oreas*,
which collided with the *Anadyr* in Aden harbour,
has arrived at Marseilles.

(From the Tonquin papers.)
BOULANGER.

General Boulanger has published a manifesto
in which he declares that he will contest eight
seats at the General Election.

July 24th.

It is expected that the trial of General
Boulanger will commence on the 8th August,
before the High Court of Justice.

THE CZAR AND THE KAISER.
July 25th.

The Czar will visit Germany towards the end
of September.

LOCAL AND GENERAL.

THE convocation of the United Chapter,
announced by mistake for Monday next, will be
held this evening.

The agents (Messrs. Gibb, Livingston & Co.)
inform us that the "Ben M. Lee" steamer *Zemur*,
from London, &c., left Singapore to-day for this
and Japan ports.

THE *N. C. Daily News* is requested to state
that the current reports as the appeal case of
Benjamin v. Wainwright having been sub-
mitted to arbitration at home, and a decision
having been given upholding Mr. Mowat's find-
ing, are utterly untrue.

ANOTHER field has just been discovered which
ought to attract some attention, and where joint-
stock enterprise ought to find an outlet for its
superfluous energy and money. Gold is said to
have been discovered in Korea, and in such
quantities that "stream washing" has been
found most profitable. A quartz-crushing
machine with ten stamps, costing at \$11,000,
has lately arrived for the Government, and
active operations are at once to commence.

SOME very amusing gossip is going the rounds
in reference to yesterday's abortive attempt to
secure a quorum at the advertised meeting of
the shareholders of the Steam Launch Company.
It is said that of the original holders of shares,
only one name is now on the register, that of
Mr. E. H. Jorey who holds ten shares, and was
unfortunately absent from the colony at the time
of the "corner." It is also reported that Mr.
Jorey, Dr. Noble, and one other gentleman whose
name we have not heard, are the only European
shareholders, so that we have the striking
anomaly of a Board of Directors who do not
own a single share in the Company. As No. 84
of the Articles of Association says something
about shares to the par value of one thousand
dollars being necessary to qualify a Director, we
don't quite see, presuming the report to be
true that Messrs. McCulloch and Woolley have
any legal status whatever.

OUR Fenchow contemporary of the 27th July
gives the following as the tea export by steamers
since its previous issue:—

For London:—	367,918 lbs.
Antwerp:—	734,421 "
For the Continent:—	
Antwerp:—	110,170 "
For Hongkong:—	
Antwerp:—	159,259 "
Benin:—	59,566 "
For New Zealand:—	
Wellington:—	622,062 "
For Melbourne:—	
Tsinan:—	2,164,701 "
For Sydney:—	
Gulfrith:—	1,923,462 "
For Adelaide:—	
Gulfrith:—	250,344 "

ONE of the successful graduates in the recent
Military Examination at Canton informed our
reporter this morning that the successful
candidates assembled at eight o'clock on Monday
morning at the Chief Examiner's Yamen, to go
through the usual ceremony of being "crowned
with gilt flowers,"—this being the token of success
in the Literary and Military Examinations.
After which ceremony they stood in rows and
paid obeisances towards the North East (the
direction of Peking) to thank the Throne for the
honors conferred. This ceremony concluded,
the graduates were feasted by the Chief
Examiner, and the day was ended by the whole
party going to the temple of the gods of Learning
and War (the Chinese Minerva and Mars, only
that in this case the former is a man and not a
woman) to thank their patron saint for his
generosity in awarding them their diplomas.

The Yokohama correspondent of our Shanghai
turning contemporary writes on the 16th inst.
The completion of one thousand miles of rail-
way in this country was celebrated on the 10th
instant at Nagoya by a grand gathering of the
various presidents and chiefs of the railway
bureau, and all the private companies. Several
congratulatory speeches were made, and the
meeting, which was mainly of a social character,
was a pronounced success. It seems to have
been hastily conceived and carried out without
very extensive notice or preparation. Notwith-
standing this, between one and two hundred
representatives were sent to give expres-
sion to and to emphasise the hearty satisfaction
evincued by the people at the rapid progress
displayed in the construction and equipment
of railroads. The Tokio-Kobe Line, generally
known as the Tokaido Line, suffered in some
sections in the severe and unusual storms which
have lately visited this portion of the country.
The night of the 9th was marked by one of the
most violent rainstorms we have had here for a
considerable period and not a little damage
was done in and about Yokohama. Landslips
occurred on the line between Hodegaya and
Totsuki, between Kozu and Matsuda, and
again between Oiso and Kozu, and traffic was
interrupted for a short time. Special gangs of
workmen promptly despatched from the capital
on receipt of news speedily repaired the damage
wrought, and the inconvenience to the travelling
portion of the public was not very serious. Floods
are reported from some parts of the country,
attended unfortunately with some loss of life.

The following, is the notorious *Benjamin v.*
Wainwright scandal, appears in the *Shanghai*
Mercury of the 25th inst. On Tuesday evening
last, a paragraph stating that "a telegram has
been received here informing the contending
parties in the famous suit *Benjamin v. Wain-*
wright, that the case has been finally settled by
arbitration." At the outset, we frankly admit
that as to the assertion that the case had been
settled "by arbitration" we were mistaken.
It was, we now learn, settled by a much more
simple process, and we willingly withdraw the
words "by arbitration" and apologise to Mr.
Wainwright if the words "have caused him any
annoyance, which we, however, scarcely believe
it, but we regret to find that in the manner in
which we have both parties were prevented from
going before the Privy Council. We have in
mind the original transaction over which Mr.
Benjamin proposed to pay Mr. Wainwright \$15,
000 for his services, and we know that at the
present time it would be highly objectionable to
have these circumstances dragged up again before a
public tribunal, so the matter has been
settled, and the less said about it the better for
some parties. We were perfectly right in saying
that Mr. Benjamin had got the full amount of
Arbitration Justice Mowat's decision and her
costs, which was all she wanted. She had
established her claim before H.B.M.'s Supreme
Court, and all that she wanted was to get the
sum for which judgment was given in her favour
two years before (i.e., \$15,000-odd), together with
her costs. Whatever point of principle was
involved in bringing the appeal home was on
the other side, Mrs. Benjamin's counsel had
already established a case in her favour, and
that case, despite the evidently inspired para-
graph in our morning contemporary, remains
undisturbed. The decision of the Court here is
not one which will be affected by the "settlement" in
fact it is rather strengthened for the "settlement"
indicated cannot be at all inferred to have
altered the principle of the case, the only point
affected being the pecuniary portion, which has
been settled by some person who had a greater
stake in the barking of an enquiry, and who did
not make any protestations of anxiety as to
principle, which seem after all very easy things
to "settle."

Tax typhoon of the 18th inst. interrupted the
telegraphic communication between here and
Hanoi. It was restored to-day.

A CHINESE bricklayer was working on a building
at Tai-ping-shan this morning when, like the
other artist—the one in history—he stepped
back on the scaffolding to contemplate his work.
The historical part was left out. He went back-
wards off the plank, and his fragments treated
their last whilst being swept together. Just four
lines—

High o'er the crowd he gaily worked
and made his trowel hum
Till, stepping backwards, he was jerked
Right into kingdom come.

SAYS the *Mainichi Shimbun*—As every one is
aware, foreign vessels pay in Japan 100 hours
in entry fee of \$15 and a clearance fee of \$5,
quite irrespective of size; but after the revision
of the treaties tonnage dues will be enforced as
in other countries. The following table shows
the number of foreign vessels that arrived during
the past four years, and the entrance and
clearance fees received:—

No. of vessels.	Entrance fees.	Clearance fees.
1885.....	1,002.....	12,044
1886.....	1,002.....	12,044
1887.....	1,002.....	12,044
1888.....	1,002.....	12,044
1889.....	1,002.....	12,044

If, however, we take the tonnage of these vessels
and estimate what tonnage dues would have
amounted to, the showing is very different. The
following table gives those particulars:—

Tonnage.	Tonnage dues.
1885.....	741,205.....
1886.....	741,205.....
1887.....	741,205.....
1888.....	741,205.....
1889.....	741,205.....

A VERY satisfactory audience of soldiers,
sprinkled with a few of the civilians who do not
feel themselves oppressively aristocratic, spent a
thoroughly enjoyable two hours in the Garrison
Theatre last evening, witnessing the entertain-
ment by the "Military Mimmers," a young but
highly promising dramatic body formed by the
members of the Staff Corps. It was cool and
comfortable, thanks to the active and energetic
punch pullers, and the performance was very
far ahead of what might have been expected.

The programme consisted of the two old
farces "Box and Cox" and "Chiselling" with
songs, etc., sandwiched between, accompanied on
the pianoforte by Mrs. Austin Power. The first
piece went along with a rush that never gave the
audience time to stop laughing, and was excel-
lently played. Mr. E. J. Mills bore the part of
"Box," Mr. R. L. Grestock was "Cox," and Mr.
W. J. Lilley the garrulous landlady, "Mrs.
Bouncer." Then came some songs by Messrs.
Brake, Crouch, Wallace, Mills, T. M. Interval,
Crouch, Crawley, and others. One or two were
very good, but singing was the weak part, and Mr.
Lilley was one of the leading successes. Then
came the piece de resistance—"Chiselling." The
cast was as follows:—

Larkspur (a Sculptor).....Mr. F. Hunt.
Tronter (his man servant).....Mr. R. L. Grestock.
Dr. Snopceur.....Mr. J. C. Watson.
Mrs. Piper (a Landlady).....Mrs. J. C. Watson.
Kate.....(Sonopceur's Niece), Mrs. M. Langford.

The farce was an unqualified success, and
would have been, even before a much more
critical audience. Mr. Grestock proved him-
self a thorough comedian—not too broad, but
intensely funny in every gesture and line of
his *idiot*. He would be a very valuable
acquisition to our Amateur Dramatic Society.
Mr. Hunt looked quite "artistic" enough, and
simulated all the ardour and anxiety of his part
excellently. Mr. Watson's make-up was extremely
good, and the fidelity with which he supported
his impersonation of a near-sighted old party
with weak knees contributed very greatly to the
general success. Mrs. Hackett, the leading lady,
gained numerous rounds of applause for her
soliloquies *a la* Mrs. Littré, and was only
open to criticism in her make-up, which was
considerably too youthful. Mrs. Langford, as
a *duchess* on the boards, comported herself
coquishly, and made the most of her small
part. The success of the best situations was
much assisted by the time-light effects, which
Mr. Darby supervised. To-night the Colonel
and officers of the Garrison will attend, and
"B. B.," which went so well the other evening,
will be substituted for "Box and Cox." We
certainly recommend anyone who feels dull to
attend.

We take the following from Messrs. Wheelock
& Co.'s Shanghai Freight Market report of the
26th July:—Since the publication of our last
circular, dated the 13th instant, the condition of
the home freight market has been extremely
lively, resulting in the reduction of rates. The
arrival of the extra P. & O. steamer *Hongkong*
has created a rather jealous feeling among the
other Companies, with the consequence that
cargo for London and New York can be
shipped on the *Hongkong* at a low rate of 25s.
and 35s. per ton respectively. Cargo for
demand for steamers for the coal carrying
trade from Nagasaki to this has almost ceased,
and it is with the utmost difficulty that a cargo
of even a small size can be got. For Newchwang
to the South there has been a fair demand and
several settlements have been effected, particulars
of which we give below. For London, via usual
ports of call and Suez Canal:—The *Achilles*,
taking a fair quantity from this at 25s. sails to-day
and will be followed by the same Company's
steamer *Prometheus*. The extra P. & O. boat
Hongkong is now loading at the rate of 25s.
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several settlements have been effected, particulars
of which we give below. For London, via usual
ports of call and Suez Canal:—The *Achilles*,
taking a fair quantity from this at 25s. sails to-day
and will be followed by the same Company's
steamer *Prometheus*. The extra P. & O. boat
Hongkong is now loading at the rate of 25s.
and 35s. per ton respectively. Cargo for
demand for steamers for the coal carrying
trade from Nagasaki to this has almost ceased,
and it is with the utmost difficulty that a cargo
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already discussed, accounts for the fact that a Chinese will often talk for a very great length of time, saying practically nothing whatever. Much of the incomprehensibility of the Chinese, so far as foreigners are concerned, is due to the insincerity of the Chinese. We cannot be sure what they are after. We always feel that there is more behind. It is for this reason that when a Chinese comes to us and we speak to him mysteriously something about another Chinese, in whom you are much interested, you are not unlikely to experience a sinking sensation in the pit of the stomach. You are uncertain whether the one who is speaking is telling truth, or whether the character of the one of whom he is speaking has been in. One never has any assurance that a Chinese ultimatum is ultimate. This proposition, so easily stated, contains in itself the germ of multitudinous anxieties for the trader, the traveller, and the diplomatist. The real reason for anything is hardly ever to be expected, and even when it has been given, one cannot be sure of its fact. Every Chinese, the uneducated not less than others, is by nature a kind of cut-throat, capable of distilling any amount of turbid ink into which he can retreat with the utmost safety so far as pursuit is concerned. If you are interviewed on a journey, and invited to contribute to the travelling expenses of some impetuous individual who hopes to exploit a new field, your attendant does not say as you would do, "your expenses are none of my affair, begone with you," but with a smile, that is child-like and bland, he explains that your allowance of money is barely sufficient for your own use—in other words, indeed, and so you will be deprived of the pleasure of contributing to your fellow traveller. We have seldom met a Chinese gatekeeper who would say to a Chinese crowd, as a foreigner tells him to do, "you cannot come in here," but he will observe instead, that they must not come in, because the big dog will bite them if they do. There are few Chinese who have any well developed conscience on the subject of keeping an engagement. This characteristic is connected with their talent for misunderstanding, and with their disregard of time. But whatever the real reason for the failure, it is interesting to see what a variety of alleged reasons exist for it; the Chinese in general resemble the man who has been accused of having broken his promise, replied that it was of no consequence, as he could make another just as good. If it is a fault for which he is reproved, promises of amendment flow in limpid streams from his lips. His acknowledgments of wrong are complete, in fact too complete, and leave nothing to be desired, but sincerity, a Chinese teacher telling upon Chinese aphorisms, after writing down a fine sentiment of the ancients, made an annotation to the effect that one should never refuse a request in an abrupt manner, but should on the contrary grant it in form, although with no intention to do so in substance. Put him off till to-morrow. "Thus," he remarked in his note, "you comfort his heart!" Have any of our readers ever been the recipients of this species of "comfort," given on the Chinese plan, and if so have they "refused to be comforted" on the occidental plan? The Chinese have a strong desire to say what you want said if they can find out what that is. "Was this water boiled?" asked the mistress of a servant. "It was not thoroughly boiled," was the reply. "Did you not take this water directly out of the water-jar?" was the rejoinder. "Yes," was the unwilling admission. It is a Chinese trait that one should not push things to extremities, so as to get too severe realities. They have long ago made the discovery so difficult for the Anglo-Saxon to act upon, that "an ounce of taffy is worth a pound of epithets," so that their remarks to the end, unless those in western lands are distinguished for their sobriety and the accuracy of their statements. There is a story of the dramatist Sheridan, who came into a church and having attempted to enter a pew, found the pew door locked. Returning, he was asked why he had not gone in, and replied, "pew door locked." The same obstacle to which Sheridan humorously referred sometimes prevents the Chinese from telling the truth; as in the case of a wealthy Cantonese, at the time of the war of 1842, who was asked by a British officer why, since China claimed to be so advanced, she had no more troops. He instantly replied, "Canton side no have got—Peking side have got." This was almost fifty years ago, and "Peking side" is still somewhat deficient in this line. Is it that "shame forbids," as it forbids the telling of the truth?—N. C. Daily News.

KOREA.

(FROM OUR CORRESPONDENT.)

Chemulpo, 13th July, 1889.

We have had plenty of rain this month and the crops may be said to be safe, not only in this province, but also in those to the north. King Yang, Kang Wen, Wang Hai, Kiung Kih and Chang Chong provinces have more beans planted this year than ever before. This may be said to be due to the fact that the farmers find they can sell at remunerative prices in this port all that they lay down in the market, and without delay of any kind. No sooner do the headland junks arrive in port than either Japanese, Chinese or foreigners are after them. An arrangement is quickly made, and in a day or two the vessel is able to return to the agricultural districts carrying piece goods, kerosene oil, cheap lamps, matches, dyes, etc., etc., which the owner can retail at highly profitable rates to the people of his district.

It is regrettable that the large, well-watered south-western province of Chulla Do cannot be properly "tapped." Its chief port, Mokpo on the Montan river, lies just 200 miles south of Chemulpo. Steamers of 400 and 500 tons register have been there several times to load Government tribute rice and beans, and their commanders have found the harbour all that could be desired, with but two or three obstacles near the entrance, which can easily be avoided. Mokpo is also about 200 miles from Fusan. The province of Chulla Do is pretty thickly populated, well watered, contains numerous large and well-cultivated plains, a peaceable population, and could be largely developed were Mokpo thrown open and the people able to get imported goods to their districts at moderate cost, and a ready market near at hand for disposing of their farm products. At the present time all but the upper classes of the population of Chulla Do are clad in home-made materials, owing to the high cost of Manchester goods subsequent to long and risky transport by land, or in sickness, leaky, unseaworthy junks, from the open ports. The island of Quelpart would come within the sphere of trade interest of merchants established at Mokpo. The people of Quelpart would be glad to run across to the mainland and exchange their products for Western goods of various kinds.

I positively deny that I ever stated the Russians effected a coup at Deer Island. It is your Fusan correspondent who has made a mountain out of a mole-hill in this connection. I stated, clearly enough for Englishmen to understand, that the Russians made overtures to the Korean Government respecting the establishment of a coal depot and offices on Deer Island; but I certainly did not know at the present time they will never be allowed to effect a coup at Deer

Island. It will probably be a costly game for Russia—and possibly Korea also—when Russia, earnestly attempts a coup on any portion of Korean soil. Unfortunately for Russia there are other powers besides herself in the world who have important interests to guard in the Far East. Let this coup requisit in pace I pray you—for a little while at any rate.

In the capital certain political factions are very uneasy, for they cannot give comprehend the why and wherefore of a powerful Chinese squadron prowling round the coasts of this Land of Morning Calm. I told them to fear not, but to be of good courage, for the fleet was probably in Korean waters for the purpose of showing them the sort of vessels that Russia should buy as soon as the "big loan" is put through. They are now recovering their spirits.

The C.M.S.N. Co.'s steamer Fusan brought over this last trip Mr. Yuan, brother of the Imperial Chinese Resident, who had been on six weeks' leave of absence.

Five American miners by all appearances thoroughly practical, hard-working men, arrived here a few days ago with gold-crushing plant and other mining machinery. Let us hope these miners will carry on work which will be a source of profit to this well nigh bankrupt country.

It has been announced that Her Britannic Majesty's Consul-General is now representing an interest in Korea.—Shanghai Mercury.

TIENTSIN.

20th July, 1889.

Baron von Seckendorff took charge of the German Consulate at Tientsin on the 11th inst. We understand that the traffic on the railway is so great that it has been found necessary to increase the staff of drivers, one now being on his way out to join the China Railway Company.

Mr. Feindel, German Consul, and family left Tientsin by the steamer Haefing on July 15th, to assume the duties of the Consulate at Amoy, whether the best wishes of the community follow them.

Another industry of Fusan, just invented by the enterprising Japanese there, is the preparation of dried potatoes for China. Fusan grows potatoes of excellent flavour in great abundance. The tubers are washed, cut into slices on which the rind is left, sun-dried, then packed. Nearly every vessel from Fusan brings from 20 to 50 tons of these dried potatoes to Chefoo and Tientsin. The Chinese who buy them, first soak the pieces and then boil them, and thus obtain a new variety of palatable, wholesome, and nutritious food at a cost much lower than maize or millet.

There has been scarcely any rain this week till to-day, and the temperature kept wonderfully cool and fresh until Friday, when a real moist summer heat set in, which, according to custom, ought to have lasted about a week, but has already given way to a cool temperature. The heat generally comes in waves, like the poetry of the Chinese Times; and the natives divide the summer into periods called *fu*, which roughly correspond to these times of great heat, three of which of about ten days' duration each usually fill up the measure of our Northern China summer.

Owing to the illness of one of the drivers, the evening train from Tientsin to Tongkai did not make the journey on Tuesday last. The driver had been suffering from fever and ague for some time, and had only lately returned from a fortnight's absence due to this cause, and although his engine up to time was really unfit for duty. The Chinese station master, under the impression that the man was drunk, refused to give up the staff to enable the train to depart, but despatched the staff to Chunliang-Cheng by trolley, where it arrived at 7.25, and the Tongkai train left immediately for Tientsin. A dose of quinine having been given to the driver in about an hour he was sufficiently recovered to have proceeded. The Chinese station master and passengers were too ready to assume intoxication was the cause of the driver's indisposition, a charge that the railway officials, both foreign and native, say was unfounded, and under the circumstances exceedingly unjust to a man who was, though ill, endeavouring to do his duty.—Chinese Times.

HONGKONG TEMPERATURE.

(By Mr. Messrs. Geo. Foulmer & Co.'s Register.)

To-day.	
Barometer—9 a.m.	30.00
Barometer—1 p.m.	29.95
Thermometer—9 a.m.	80
Thermometer—1 p.m.	82
Thermometer—9 a.m. (Wet bulb)	78
Thermometer—1 p.m. (Wet bulb)	80
Thermometer—9 a.m. (Wet bulb)	75
Thermometer—1 p.m. (Wet bulb)	78
Thermometer—Maximum	85
Thermometer—Minimum (over night)	75

(To be continued.)

KOREA.

(FROM OUR CORRESPONDENT.)

Chemulpo, 13th July, 1889.

We have had plenty of rain this month and the crops may be said to be safe, not only in this province, but also in those to the north. King Yang, Kang Wen, Wang Hai, Kiung Kih and Chang Chong provinces have more beans planted this year than ever before. This may be said to be due to the fact that the farmers find they can sell at remunerative prices in this port all that they lay down in the market, and without delay of any kind. No sooner do the headland junks arrive in port than either Japanese, Chinese or foreigners are after them. An arrangement is quickly made, and in a day or two the vessel is able to return to the agricultural districts carrying piece goods, kerosene oil, cheap lamps, matches, dyes, etc., etc., which the owner can retail at highly profitable rates to the people of his district.

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The C.M.S.N. Co.'s steamer Fusan brought over this last trip Mr. Yuan, brother of the Imperial Chinese Resident, who had been on six weeks' leave of absence.

Advertisements.

FOR NINGPO AND SHANGHAI.

THE Steamship.

"NINGPO." Captain F. Schulz, will be despatched for the above Ports, on FRIDAY, the 2nd August, at 4 P.M.

For Freight or Passage, apply to
HONGKONG, 31st July, 1889. [954]

SIEMSEN & Co.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.
THE Company's Steamship.

"HAI-TAN." Captain Poreck, will be despatched for the above Ports, on FRIDAY, the 2nd August, at 10 A.M.

For Freight or Passage, apply to
HONGKONG, 31st July, 1889. [956]

DOUGLAS LAPRAIK & Co.,
General Managers.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.
THE Company's Steamship.

"PHRA CHOM KLAO." Captain W. H. Watten, will be despatched for the above Ports, on SUNDAY, the 4th August, at 10 A.M.

For Freight or Passage, apply to
HONGKONG, 31st July, 1889. [955]

YUEN FAT HONG,
Agents.

PUBLIC AUCTION
OF
VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY,

the 13th August, 1889, at 3 P.M., on the Spot—

ALL THAT PIECE or PARCELS of GROUND, Registered in the Land Office as ISLAND Lot No. 423, with 13 Substantial Three-Storey HOUSES newly erected thereon, and measuring North 114° 30' on Island Lot No. 429, with 14° 30' on Cross Street, East 99 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,978 square feet, and Annual Crown Rent, \$170.

ALL THAT PIECE or PARCELS of GROUND, Registered in the Land Office as ISLAND Lot No. 429, with 14 Substantial Three-Storey HOUSES newly erected thereon, and measuring North 114° 30' on Marine East, South 115° 21' on Island Lot No. 423, East 101 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,512 square feet, and Annual Crown Rent \$190.

ALL THAT PIECE or PARCELS of GROUND, Registered in the Land Office as MARINE Lot No. 116, with 12 Substantial Three-Storey HOUSES newly erected thereon, and measuring North 116° 00' on Praya East, South 115° 10' on Island Lot No. 429, East 101 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,512 square feet, and Annual Crown Rent \$190.

The above Lots are held from the Crown for the Remaining Portion of the unexpired term of 999 years.

The above Lots will be divided into sections, and sold separately, if necessary.

For further Particulars and Conditions of Sale, apply to

A. THUR B. RODYK,
Solicitor,
2, d'Aguiar Street;
or to
G. R. LAMBERT,
Auctioneer,
Duddell Street.

HONGKONG, 31st July, 1889. [957]

WANTED.

FOR THE Hongkong Telegraph, a CAPABLE SHORT HAND WRITER, who is a smart, practical and reliable proof-reader.

Apply, with full particulars, to
THE EDITOR,
The Hongkong Telegraph.

HONGKONG, 31st July, 1889.

THE SHARE LIST WILL CLOSE ON SATURDAY, THE 10th INST., AT 1 P.M.

THE PEAK RESIDENCE, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCES, 1865 TO 1876.

CAPITAL £150,000
DIVIDED INTO 10,000 SHARES OF £15 EACH.

Payable £5 on Application, £10 on Allotment, and the balance as required in instalments of not more than £5.

Shares taken up by the Vendors 4,000
Shares now offered to the public 6,000

Total 10,000

DIRECTORS: JOSEPH W. NOBLE, Esq., C. E. JONES HUGHES, Esq., C. L. GORHAM, Esq., FUNG WA CHUN, Esq., CHEONG KAI, Esq., Joins after allotment.

Applications for Shares will be received until the 10th day of August, 1889, and must be made on the proper forms for that purpose and forwarded to the Chartered Bank of India Australia and China together with the amount payable on application.

Prospectuses and share forms may be had of the Bankers or at the Offices.

BANKERS: CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

SOLICITOR: ARTHUR BERNARD RODYK, Esq.

OFFICE (pro tem.)
2, d'AGUIAR STREET.

HONGKONG, 31st July, 1889. [931]

REMOVAL.

MRS. BOHM'S PRIVATE BOARDING RESIDENCE has been REMOVED to No. 8, Queen's Road Central, opposite TELEGRAPH OFFICE.

HONGKONG, 27th July, 1889. [932]

Intimations.

NOTICE.

THE STEAM LAUNCH COMPANY, LIMITED.

THE FIRST ORDINARY MEETING of SHAREHOLDERS has been adjourned to TO-MORROW, the 1st August next, at 4 P.M., at the HONGKONG HOTEL.

By Order,
A. G. GORDON,
Secretary.

HONGKONG, 30th July, 1889. [952]

NAVAL CONTRACT, 1889-90.

SEALED TENDERS, in Duplicate, will be received by the NAVAL STOREKEEPER until 10 A.M., on THURSDAY, the 8th prox., for the SUPPLY OF TEA for the use of H.M. Navy for one year ending 31st August, 1890.

Printed Forms of Tenders and further particulars can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved.

HONGKONG, 29th July, 1889. [950]

WANTED immediately, an ENGLISH BOOK-KEEPER with a thorough knowledge of double entry.

Apply to
c/o Hongkong Telegraph Office.

HONGKONG, 27th July, 1889. [944]

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL £1,000,000
PAID-UP CAPITAL £600,000

BOARD OF DIRECTORS: J. S. PURDON, Esq., Chairman, of Messrs. MAI LAND & Co.

H. R. HEARN, Esq., of Messrs. ALFRED DIX & Co.

E. J. HOGG, Esq.

JOHN WALTER, Esq., Managing Director of the HONGKONG AND SHANGHAI BANKING CORPORATION.

A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

HONGKONG, 19th July, 1889. [938]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL £5,000,000
PAID-UP CAPITAL £2,000,000
RESERVE FUND £1,250,000

BOARD OF DIRECTORS: Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Vice-Chairman.

E. A. SOLOMON, Esq., J. S. MOSELEY, Esq., R. M. LINDSEY, Esq., G. E. NOBLE, Esq., LEE SING, Esq., POON PONG, Esq.

BANKERS: THE HONGKONG & SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE ON LAND, BUILDINGS, &c.

Properties bought and sold.

ESTATES MANAGED and all kinds of LAND AGENCY and COMMISSION business conducted.

GIBB, LIVINGSTON & Co., Agents.

Shanghai, 19th July, 1889. [938]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE.

FOR the greater convenience of the public, arrangements are now completed for the Office of the Company to remain open until Midnight, and Sundays, where Launches can be obtained upon application to the Comptroller who is in charge.

Launches always kept under Steam off Pedder's wharf, and are at the service of the public for proceeding to and from any Vessel in Harbour.

SCALES OF CHARGES.

For First Hour £1 0 0
For Second Hour £1 0 0
For Every Subsequent Hour £1 0 0

Rates for Picnic, Shooting, Bathing, Private parties, towing Vessels and Cargo Boats, for excursions to Macao, Canton, or other places, may be arranged at the Company's Office, 1, Pedder's Street, Praya.

A. G. GORDON,
Secretary.

HONGKONG, 17th July, 1889. [895]

KOWLOON HOTEL.

J. C. L. ROUGH, MANAGER.

WINE and SPIRITS of the best quality, ENGLISH and AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWNS.

HONGKONG, 21st January, 1889. [114]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY,
Hongkong, 24th June, 1889. [783]

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavillon of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.

HONGKONG, 21st March, 1889. [318]

Intimations.

HONGKONG RIFLE ASSOCIATION.

PAKI CUP.

SEVEN Shots at 200 Yards; position, Standing.

SEVEN Shots at 200 yards; position, sitting or kneeling.

To be won 7 times before becoming any member's absolute property.

Winners to be paid £250 points after winning it once and 75 points after winning it twice.

The proposed competition will take place next SATURDAY, the 3rd day of August next, at 4.15 P.M. Intending Competitors must send the 30 cents entrance fee not later than 4.15 P.M., next FRIDAY, 2nd August.

A. SHULTON HOOPER,
Hon. Secretary.

HONGKONG, 29th July, 1889. [958]

THE EAST HORNED PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the CALL of \$15 (FIFTEEN DOLLARS) A SHARE, due prior to the 28th February last, is now being made, and SHAREHOLDERS are requested to pay to the HONGKONG & SHANGHAI BANKING CORPORATION, on or before the 16th day of August next, the amount due from them.

GIBB, LIVINGSTON & Co.,
General Agents.

HONGKONG, 15th July, 1889. [989]

THE SONGHAI KOAH PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association and By-laws of the above Company, SHAREHOLDERS are hereby notified that a CALL of \$15 (FIFTEEN DOLLARS) A SHARE, is payable to the HONGKONG & SHANGHAI BANKING CORPORATION on or before the 16th day of August next.

GIBB, LIVINGSTON & Co.,
General Managers.

HONGKONG, 15th July, 1889. [989]

NOTICE.

THE HONGKONG ICE COMPANY, LIMITED.

IN accordance with the Provisions of No. 102 of the Articles of Association of the General Managers have this day declared an INTERIM DIVIDEND for the Half Year ended 30th ult. of 7 per cent. on the paid up Capital.

Dividend Warrants payable at the HONGKONG & SHANGHAI BANKING CORPORATION will be issued to Shareholders on the 2nd proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th instant to the 2nd proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Commercial.

CL. USING QUOTATIONS.
 Hongkong and Shanghai Bank—177 per cent. premium, sales and buyers.
 Union Insurance Society of Canton—\$100 per share, buyers.
 China Traders' Insurance Company—\$81 per share, buyers.
 North China Insurance—Tls. 330 per share, buyers.
 Canton Insurance Company, Limited—\$140 per share, buyers.
 Vanclaire Insurance Association—Tls. 100 per share.
 On Tai Insurance Company, Limited—Tls. 150 per share, sellers.
 Hongkong Fire Insurance Company—\$385 per share, sellers.
 China Fire Insurance Company—\$86 per share, sellers.
 Hongkong and Whampoa Dock Company—85 per cent. premium, sellers.
 Hongkong and Whampoa Steamship Co.—\$230 per share, sellers.
 China and Manila Steam Ship Company—137 per share.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$240 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—5 per cent. div., ex. div., sellers.
 P. & O. S. N. Co.'s Steamship Company—\$83 per share, sellers.
 China Sugar Refining Company, Limited—\$270 per share, sales and sellers.
 Lushan Sugar Refining Company, Limited—\$110 per share, sales and sellers.
 Hongkong Ice Company—\$124 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$16 per share, buyers.
 A. S. Watson & Co., Limited—130 per cent. premium, sellers.
 Chinese Imperial Loan of 1884, B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884, C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886, E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$150 per share, sellers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Punjoni and Sunghie Dux Samantian Mining Co.—\$26 per share, ex New Issue, sales and buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$189 per share, sellers.
 Tongkin Coal Mining Co.—\$675 per share, buyers.
 The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.
 The East Borneo Planting Co., Limited—\$50 per share, sellers.
 The Seng Lee Koh Planting Co., Ltd.—\$50 per share, buyers.
 Crutchfield & Co., Ltd.—\$40 per share, nom.
 The Siam Land Co., Ltd.—nominal.
 The Austin Hotel and Building Co., Ltd.—par. nominal.
 The China-Borneo Co., Ltd.—\$50 per share, buyers.
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Green Island Cement Co. (Old issue)—\$45 per share, buyers.
 The Green Island Cement Co. (New issue)—\$13 per share, buyers.
 The Hongkong Land Investment Co., Ltd.—\$137 per share, sales.
 The Hongkong Electric Light Co., Ltd.—\$74 per share, sellers.
 Geo. Fenwick & Co., Limited—\$30 per share, ex. div., sellers.
 The West Point Buildings Co., Ltd.—\$55 per share, sellers.
 The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.
 The Labuk Planting Co., Ltd.—\$17 per share, buyers.
 The Jebleu Mining and Trading Co., Ltd.—\$8 per share, buyers.
 The Salama Tin Mining Co., Ltd.—\$4 per share, buyers.
 The Shamcken Hotel Co., Ltd.—\$8 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$26 per share, sellers.

EXCHANGE.
 ON LONDON—Bank, T. T. 3/01
 Bank Bills, on demand 3/01
 Bank Bills, at 30 days' sight 3/01
 Bank Bills, at 4 months' sight 3/01
 Credits at 4 months' sight 3/11
 Documentary Bills, at 4 months' sight 3/11
 ON PARIS—Bank Bills, on demand 3/82
 Credits at 4 months' sight 3/90
 ON INDIA, T. T. 225
 On Demand 225
 ON SHANGHAI—Bank, T. T. 72
 Private, 10 days' sight 73

OPIMUM MARKET—THIS DAY.
 OLD MALWA, per picul \$500
 NEW PATNA (without choice) per chest \$517
 NEW PATNA (first choice) per chest \$520
 NEW PATNA (bottom) per chest \$527
 NEW PATNA (second choice) per chest \$527
 NEW BENGAL (without choice) per chest \$502
 NEW BENGAL (bottom) per chest \$510
 NEW PERSIAN (best quality) per picul \$550
 OLD PERSIAN (best quality) per picul \$550
 OLD PERSIAN (second quality) per picul \$475

MAILS EXPECTED.
 THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Ganger*, with the outward English mail, left Singapore on the 1st instant at 11 a.m., and may be expected here on or about the 5th proximo.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, left San Francisco for the 3rd instant, left Yokohama for this port on the morning of the 27th, and may be expected here on or about the 2nd proximo.

THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co.'s steamer *Memmut*, from Sydney, left Port Darwin for this port on the 27th instant, and is due here on the 5th proximo.

THE CANADIAN MAILS.
 The Canadian Pacific steamer *Port Fairy*, with the Canadian mails, left Vancouver for Japan and Hongkong on the afternoon of the 16th instant.
 The Canadian Pacific steamer *Abyssinia*, with the Canadian mails, left Vancouver on Friday afternoon, the 26th instant, for Japan and Hongkong.

STEAMERS EXPECTED.
 The steamer *Waimath*, from London, left Singapore on the 26th instant, and is expected here on the 2nd proximo.

The 'Union' line steamer *Yorkshire*, from London, left Singapore for this port on the 26th instant, and is expected here on the 2nd proximo.
 The steamer *Adany*, from Glasgow and Liverpool, left Singapore for this port on the 26th instant, and is expected here on the 2nd proximo.
 The 'Shire' line steamer *Flintshire*, from London, &c., left Singapore on the 28th instant for this port, and is due here on the 4th proximo.
 The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Orion*, from Trieste, left Singapore on the afternoon of the 30th instant, and may be expected here on or about the 4th proximo.
 The 'Glen' line steamer *Glenaglas*, from London, left Singapore for this port on the 31st instant, and is expected here on the 5th proximo.
 The P. & O. S. N. Co.'s extra steamer *Nizam*, left Bombay at 8 a.m. on the 25th instant, and is due here on or about the 10th proximo.

CHINA COAST METEOROLOGICAL REGISTER.

30th July, 1889.—At 4 p.m.									
STATION	Latitude and level and 30 in. Bar.	Temperature.	Humidity.	Wind.		Weather.	State last 24 hours.		
				Direction.	Force.				
Wailuoshan	22° 49'	78	...	SW	1	b	...		
Yokohama	35° 32'	80	...	S	1	...	...
Nagasaki	32° 45'	80	...	SW	3	...	...
Shanghai	31° 10'	88	88	SW	3	...	...
Amoy	23° 45'	86	86	SW	3	...	...
Hongkong	22° 15'	86	85	S	4	tr	...		
Swatow	23° 30'	86	85	NW	1	c	...		
Haiphong	21° 05'	88	73	SW	3	...	...
Manila	14° 35'	88	73	SW	3	...	...

31st July, 1889.—At 10 a.m.

STATION	Latitude	Longitude	Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather.	State last night
Wailuoshan	22° 49'	113° 15'	30.6	75	57	W	1	5	...	...
Yokohama	35° 32'	139° 41'	30.4	78	64	W	1	5	...	...
Nagasaki	32° 45'	129° 50'	30.4	78	61	W	1	5	...	...
Shanghai	31° 10'	121° 28'	30.4	77	61	SW	1	5	...	...
Amoy	23° 45'	118° 08'	30.4	77	61	SW	1	5	...	...
Hongkong	22° 15'	114° 10'	30.4	78	68	W	1	5	...	...
Swatow	23° 30'	115° 50'	30.4	78	68	W	1	5	...	...
Haiphong	21° 05'	106° 05'	30.4	78	68	W	1	5	...	...
Manila	14° 35'	121° 05'	30.4	78	68	W	1	5	...	...

The barometer has fallen along the south-east coast of China's Gradient is marked with a north wind in Northern China. There appears to be a depression near Fomosa.

1.—Barometer reduced to level of the sea in inches, uncorrected.

2.—Thermometer, — temperature in the shade, in degrees Fahrenheit.

3.—Humidity in percentage of saturation, the humidity of saturated air at the same temperature.

4.—Direction of the wind in two points.

5.—Force of the wind according to Beaufort scale, 6.—State of the weather, 1.—Clear, 2.—Clouded, 3.—Overcast, 4.—Drizzling rain, 5.—Rain, 6.—Lightning, 7.—Overcast, 8.—Drizzling showers, 9.—Squally, 10.—Rain, 11.—Snow, 12.—Hail, 13.—Fog, 14.—Fog, 15.—Fog, 16.—Fog, 17.—Fog, 18.—Fog, 19.—Fog, 20.—Fog, 21.—Fog, 22.—Fog, 23.—Fog, 24.—Fog, 25.—Fog, 26.—Fog, 27.—Fog, 28.—Fog, 29.—Fog, 30.—Fog, 31.—Fog, 32.—Fog, 33.—Fog, 34.—Fog, 35.—Fog, 36.—Fog, 37.—Fog, 38.—Fog, 39.—Fog, 40.—Fog, 41.—Fog, 42.—Fog, 43.—Fog, 44.—Fog, 45.—Fog, 46.—Fog, 47.—Fog, 48.—Fog, 49.—Fog, 50.—Fog, 51.—Fog, 52.—Fog, 53.—Fog, 54.—Fog, 55.—Fog, 56.—Fog, 57.—Fog, 58.—Fog, 59.—Fog, 60.—Fog, 61.—Fog, 62.—Fog, 63.—Fog, 64.—Fog, 65.—Fog, 66.—Fog, 67.—Fog, 68.—Fog, 69.—Fog, 70.—Fog, 71.—Fog, 72.—Fog, 73.—Fog, 74.—Fog, 75.—Fog, 76.—Fog, 77.—Fog, 78.—Fog, 79.—Fog, 80.—Fog, 81.—Fog, 82.—Fog, 83.—Fog, 84.—Fog, 85.—Fog, 86.—Fog, 87.—Fog, 88.—Fog, 89.—Fog, 90.—Fog, 91.—Fog, 92.—Fog, 93.—Fog, 94.—Fog, 95.—Fog, 96.—Fog, 97.—Fog, 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Hongkong Observatory, 31st July, 1889.

The barometer has fallen along the south-east coast of China.

Gradients are moderate for north winds in Northern China.

For south-west winds over the China Sea. There appears to be a depression near Formosa.

Barometer reduced to level of the sea in inches, tenths and hundredths.

Temperature in the shade in degrees Fahrenheit.

Relative humidity in percentage of saturation.

Direction of the wind in two points.

Force of the wind according to Beaufort scale.

State of the weather.

Rain, in inches, tenths and hundredths.

Direction of rain.

Snow, in inches, tenths and hundredths.

Fog, in miles, tenths and hundredths.

Lightning, in flashes, tenths and hundredths.

Thunder, in peals, tenths and hundredths.

Waves, in feet, tenths and hundredths.

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The German steamship *Teutonic* reports that she left Singapore on the 23rd instant. Had light south-west winds and rainy weather throughout the voyage.

Post Office.

A MAIL WILL CLOSE.
 For Amoy, Nagasaki, Kobe, Yokohama, and Vancouver.—Per *Parthia*, to-morrow, the 1st August, at 10.30 a.m.
 For Swatow and Tientsin.—Per *Kwongkong*, to-morrow, the 1st August, at 10.30 p.m.
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Djinnah*, to-morrow, the 1st August, at 11 a.m.
 For Europe, &c.—Per *Dresden*, to-morrow, the 1st August, at 3.00 p.m.

SHIPPING IN HONGKONG.

STEAMERS.
 ANTON, German steamer, 395, J. Eggert, 15th July.—Quinon 15th July, Sail.—Wieler & Co.

CLARA, German steamer, 674, Christensen, 27th July.—Haiphong 25th July, General.—Siemens & Co.

DIAMANTE, British steamer, 514, G. Taylor, 30th July.—Manila 27th July, General.—Russell & Co.

DJENNAH, French steamer, 2,565, P. Vaquier, 30th July.—Shanghai 28th July, Mails and General.—Messageries Maritimes.

DON JUAN, Spanish steamer, 654, Jose M. Maq, 24th July.—Manila, via Amoy, 24th July, General.—Brandão & Co.

DRESDEN, German steamer, 3,110, W. von Schuckmann, 30th July.—Shanghai 27th July, Mails and General.—Melchers & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

FRIGA, German steamer, 1,400, F. Nagel, 30th July.—Hamburg 16th June, and Singapore 24th July, General.—Siemens & Co.

GLUCKSBURO, German steamer, 915, Schultz, 22nd July.—Singapore 14th July, General.—Bun Hing.

GWALION, British steamer, 1,602, W. J. Nanties, 27th July.—Bombay 10th July, and Singapore 21st General.—P. & O. S. N. Co.

HASSIA, German steamer, 1,225, O. Plasse, 29th July.—Cardiff 12th June, Coals.—Melchers & Co.

KONG BENG, British steamer, 856, R. Jones, 22nd July.—Bangkok 15th July, General.—Yuen Fat Hong.

KWONGSANG, British steamer, 989, T. H. Sellar, 31st July.—Whampoa 30th July, General.—Jardine, Matheson & Co.

MONSIEUR, British steam-yacht, 118, W. Judd, 26th July.—Southampton 18th April, Ballast.—Captain.

MORAY, British steamer, 1,411, Wm. S. Duncan, 25th July.—Calcutta 10th July, and Singapore 19th, General.—Jardine, Matheson & Co.

OCEANIC, British steamer, 3,808, C. H. Kempson, R.N.R., 21st July.—San Francisco 29th June, and Yokohama 17th July, Mails and General.—O. & O. S. S. Co.

PAETHIA, British steamer, 2,035, F. H. Wallace, 22nd July.—Vancouver 26th June, Yokohama 13th July, Nagasaki 15th July, and Swatow 14th, Flour and Wheat.—Adamson, Bell & Co.

PHRA CHOM KLAO, British steamer, 1,011, Watson, 20th July.—Bangkok 24th July, General.—Yuen Fat Hong.

TANNADEE, British steamer, Hugh Craig, 13th July.—Sydney 25th June, Cape Moreton 27th, Townsville 20th, Cooktown 30th, General.—Russell & Co.

TELAMON, British steamer, 1,555, Jackson, 28th July.—Liverpool 15th June, and Singapore 23rd July, General.—Butcherfield & Swire.

TIVERTON, British steamer, 1,742, R. White, 14th June.—put back.—Adamson, Bell & Co.

VELOX, German steamer, 656, H. Johannsen, 21st July.—Hilo 16th July, Sapanwood.—Ed. Schellhass & Co.

SAILING VESSELS.
 AGENOR, American ship, 1,414, John H. Frost, 25th May.—New York 28th Dec, Kerosene Oil.—Pau & Co.

ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June.—New York 4th Dec, Petroleum.—Order.

AMPHITRITE, German ship, 1,814, A. Bower, 1st July.—Cardiff 6th March, Coal.—Order.

AUSTRALIA, British bark, 939, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Melchers & Co.

CHARGER, American ship, 1,379, D. S. Goodell, 28th June.—San Francisco 18th April, Ballast.—Russell & Co.

COMET, German ship, 1,663, R. Krippner, 21st July.—Cardiff 15th March, Coals.—Melchers & Co.

CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Pustau & Co.

CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June.—New York 28th Feb, Kerosene Oil.—Pustau & Co.

DANMAR, Danish brig, 223, C. Paulsen, 13th July.—Per Natal 11th May, Ballast.—Glen & Co.

ERKENO, Chinese bark, 459, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

FORTUNE, Siamese barque, 447, F. L. Soderstrom, 21st July.—Tokio, Siam, 5th July Wood.—Chinese.

GUSTAV OSCAR, German bark, 1,352, M. Lee-mann, 4th July.—Cardiff 25th Feb, Coal.—Melchers & Co.

HAYDN BROWN, British bark, 851, C. H. Haydn, 21st July.—Hilo 16th July, Ballast and Sapanwood.—Captain.

IRRE, American brig, 457, James W. Yates, 11th July.—Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.

ITON, French bark, 564, F. Reynier, 7th June.—Honolulu 20th April, General.—Melchers & Co.

JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June.—Newcastle, N.S.W., 16th April, Coals.—Butcherfield & Swire.

MARIE TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June.—Cardiff 6th December, Coal.—Melchers & Co.

MARTHA DAVIS, American bark, 832, Pendleton, 13th June.—Tijlapiap 28th April, Ballast.—Russell & Co.

NARWHAL, British ship, 1,327, Weston, 4th June.—Kobe 12th May, Coal.—Adamson, Bell & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 7th June.—Newcastle 17th April, Coal.—Wieler & Co.

SEA WITCH, American ship, 1,289, Chas. H. Tabbot, 2nd June.—Newcastle, N.S.W., May 21st, Coal.—Captain.

SOVID, Spanish schooner, 526, C. Sobrido, 14th July.—Almonon (Manila) 21st June, General.—Order.

VELOCITY, British bark, 410, R. Martin, 20th May.—Honolulu 28th March, General.—Pustau & Co.

VIOLANT, American ship, 1,723, Wm. H. Gould, 2nd July.—Amoy 30th June, Kerosene Oil.—Russell & Co.